

# **TRAVEL TO AND FROM WORK AND PLACE OF STUDY, BRISBANE AND MORETON STATISTICAL DIVISIONS**

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## **INQUIRIES**

- For information about these and related statistics, contact Tania Ponniah on (07) 3222 6305 or refer to the back cover of this publication.

## NOTES

**ABOUT THIS PUBLICATION** This publication contains results relating to the Travel to and from Work and Place of Study Survey conducted throughout the Brisbane and Moreton Statistical Divisions in October 1997.

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**ABOUT THIS SURVEY** Information was obtained about modes of transport used to travel to and from work and place of study; the origin and destination of journeys; occupation of employed persons and whether passengers were taken by drivers of vehicles. Travel details to the second job were obtained for those persons with a second job.

See Explanatory Notes on pages 10 and 11 for more information.

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### SYMBOLS AND OTHER USAGES

- \* relative standard error between 25% and 50% — subject to sampling variability too high for most practical purposes
- \*\* relative standard error greater than 50% — subject to sampling variability too high for practical purposes
- .. not applicable
- nil or rounded to zero

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### ROUNDING

Where figures have been rounded, discrepancies may occur between sums of the component items and totals. Published percentages are calculated prior to rounding of the figures and therefore some discrepancy may occur between these percentages and percentages that could be calculated from the rounded figures.

Brian Doyle  
Regional Director, Queensland

## MAIN FEATURES

### TRAVEL TO AND FROM WORK AND PLACE OF STUDY

#### OVERVIEW

Of an estimated 1,011,400 employed persons living in the Brisbane Statistical Division (BSD) and Moreton Statistical Division (MSD) 935,700 usually travel to work 1 day or more per week. An estimated 44,400 persons have more than one job, and 34,600 (78%) of those persons travel to work for the other job. An estimated 519,200 persons aged 5 years and over study either as school students, full-time post-school students or attend a course of study lasting 6 months or more and 482,500 (92.9%) of those persons usually travel to the place of study 1 day or more per week.

#### JOURNEY TO WORK

The main mode of transport for persons travelling to work for the main job is 'car/van/truck as driver' used by 714,800 (76.4%). A further 87,700 (9.4%) used public transport (bus, train or ferry) and 83,400 (8.9%) travelled by 'car/van/truck as passenger'.

#### PASSENGERS

Of the 714,800 persons who travelled to work from home by 'car as driver', 99,800 (14.0%) took passengers from the same household and 33,800 (4.7%) took passengers from other households. The most common reason given for taking passengers from the same household was 'take children to school/child care' (59.6%) while 'works with or nearby passenger' was the main reason for taking passengers from other households (66.9%).

#### JOURNEY TO STUDY

Of the 519,200 persons aged 5 years and over who studied, 355,500 school students and 127,000 post-school students travelled to their place of study.

#### TELECOMMUTING

An estimated 65,100 (6.4%) of employed persons telecommuted. The main reason for telecommuting was 'job requires it/no choice'.

#### MOTOR VEHICLES

An estimated 337,900 households had one registered motor vehicle used by household members and usually garaged or parked at the dwelling. Another 282,500 households had two motor vehicles and 85,100 households had no motor vehicles.

# 1

## PERSONS AGED FIVE YEARS AND OVER, Travel to Work/Place of Study by Age

	AGE GROUP.....				TOTAL.....	
	5 to 14 years	15 to 24 years	25 to 54 years	55 years and over	Number	Proportion
Particulars	'000	'000	'000	'000	'000	%
Employed Persons						
Main job						
Travels to work(a)	..	202.9	666.0	66.8	935.7	92.5
Does not travel to work	..	4.0	54.4	17.2	75.7	7.5
<b>Total</b>	..	<b>207.0</b>	<b>720.4</b>	<b>84.0</b>	<b>1 011.4</b>	<b>100.0</b>
Other job						
Travels to work(a)	..	8.9	22.7	*3.0	34.6	78.0
Does not travel to work	..	**0.3	8.1	*1.4	9.8	22.0
<b>Total</b>	..	<b>9.2</b>	<b>30.8</b>	<b>4.4</b>	<b>44.4</b>	<b>100.0</b>
Persons studying						
Travels to school/place of study(a)	281.1	150.9	49.5	**1.0	482.5	92.9
Does not travel to school/place of study	*2.8	7.9	24.9	**1.0	36.7	7.1
<b>Total</b>	<b>284.0</b>	<b>158.8</b>	<b>74.4</b>	<b>*2.1</b>	<b>519.2</b>	<b>100.0</b>
Persons who work and/or study	284.0	284.2	740.4	85.3	1 393.8	..

(a) Persons who usually travel to work/study at least 1 day per week.

# 2

## MAIN MODE OF TRAVEL TO AND FROM WORK AND PLACE OF STUDY(a)

	JOURNEY TO.....			JOURNEY HOME FROM.....	
	Main job	Other job	Place of study(b)	Main job	Place of study(b)
Main mode of travel	'000	'000	'000	'000	'000
Car/van/truck as driver	714.8	29.6	71.9	715.6	71.7
Car/van/truck as passenger	83.4	*1.4	209.0	84.8	186.8
Bus/ferry	43.4	**0.9	80.1	41.8	95.0
Train	44.3	**0.8	31.0	46.1	33.6
Walk	28.0	**0.6	60.0	24.0	65.3
Bicycle	9.2	**0.3	28.9	8.7	28.6
Motorcycle	8.4	**0.9	*1.1	8.4	*1.1
Other	4.2	**0.3	**0.5	6.2	**0.5
<b>Total</b>	<b>935.7</b>	<b>34.6</b>	<b>482.5</b>	<b>935.7</b>	<b>482.5</b>

(a) Persons who usually travel to work/study at least 1 day per week.

(b) Including persons still attending school (excluding preschool/kindergarten) and post-school students attending any course of study lasting 6 months or more.

# 3

## FREQUENCY OF TRAVEL TO WORK AND PLACE OF STUDY(a)

JOURNEY TO.....

	Main job.....		Other job.....		Place of study(b).....	
	Number	Proportion	Number	Proportion	Number	Proportion
Frequency of travel	'000	%	'000	%	'000	%
1 day per week	30.8	3.3	11.8	34.2	20.5	4.2
2 days per week	52.4	5.6	11.4	32.9	19.7	4.1
3 days per week	70.3	7.5	4.7	13.4	21.4	4.4
4 days per week	67.8	7.3	*1.4	*4.0	26.7	5.5
5 days per week	585.5	62.6	*3.8	*10.9	387.2	80.2
More than 5 days per week	124.2	13.3	*1.6	*4.5	7.0	1.5
9 day fortnight	4.6	0.5	—	0.0	..	..
<b>Total</b>	<b>935.7</b>	<b>100.0</b>	<b>34.6</b>	<b>100.0</b>	<b>482.5</b>	<b>100.0</b>

(a) Persons who usually travel to work/study at least 1 day per week.

(b) Including persons still attending school (excluding preschool/kindergarten) and post-school students attending any course of study lasting 6 months or more.

# 4

## PERSONS WHO TRAVEL TO WORK/STUDY(a) BY REGION OF WORK OR STUDY

MAIN JOB ..... OTHER JOB..... SCHOOL(b)..... POST SCHOOL(c)...

	Number	Proportion	Number	Proportion	Number	Proportion	Number	Proportion
Region	'000	%	'000	%	'000	%	'000	%
Brisbane City Inner Ring	292.6	31.3	8.2	23.8	53.4	15.0	77.2	60.8
Brisbane City Outer Ring	178.6	19.1	5.5	15.8	79.0	22.2	24.1	19.0
South and East BSD Balance, including Gold Coast City Part A	78.5	8.4	*3.4	*9.9	59.6	16.8	4.3	3.4
North and West BSD Balance	77.0	8.2	*3.5	*10.0	69.3	19.5	*3.6	*2.8
South and East Moreton Balance, including Gold Coast City Part B	117.8	12.6	5.0	14.4	52.8	14.9	13.2	10.4
North and West Moreton	74.3	7.9	*3.7	*10.8	41.3	11.6	4.6	3.6
No fixed location	112.4	12.0	5.3	15.3	..	..	..	..
<b>Total</b>	<b>(d)935.7</b>	<b>100.0</b>	<b>34.6</b>	<b>100.0</b>	<b>355.5</b>	<b>100.0</b>	<b>127.0</b>	<b>100.0</b>

(a) Persons who usually travel to work/study at least 1 day per week.

(b) Persons still attending school (excluding preschool/kindergarten).

(c) Post-school students attending any course of study lasting 6 months or more.

(d) Including 4,300 people who worked outside the Brisbane/Moreton Statistical Divisions.

# 5

## EMPLOYED PERSONS, Occupation by Main Mode of Travel to Work(a) for Main Job

	MAIN MODE OF TRAVEL.....				TOTAL.....	
	<i>Car/van/truck as driver</i>	<i>Car/van/truck as passenger</i>	<i>Bus/train/ ferry</i>	<i>Other</i>	<i>Number</i>	<i>Proportion</i>
<i>Occupation</i>	<i>'000</i>	<i>'000</i>	<i>'000</i>	<i>'000</i>	<i>'000</i>	<i>%</i>
Managers and administrators	38.7	*1.7	*2.9	**0.8	44.1	4.7
Professionals	116.6	6.9	17.0	7.2	147.7	15.8
Associate professionals	93.4	7.0	8.8	5.7	114.8	12.3
Tradespersons and related workers	114.3	10.5	*3.4	5.7	133.9	14.3
Advanced clerical and service workers	27.1	4.3	7.0	*1.1	39.6	4.2
Intermediate clerical, sales and service workers	122.7	9.5	26.0	7.1	165.2	17.7
Intermediate production and transport workers	69.4	5.8	*1.6	4.2	81.0	8.7
Elementary clerical sales and service workers	71.4	21.9	14.5	12.9	120.7	12.9
Labourers and related workers	61.2	15.9	6.5	5.0	88.6	9.5
<b>Total</b>	<b>714.8</b>	<b>83.4</b>	<b>87.7</b>	<b>49.8</b>	<b>935.7</b>	<b>100.0</b>

a) Persons who usually travel to work at least 1 day per week.

# 6

## EMPLOYED PERSONS, Workplace Location by whether Telecommutes(a)

	WHETHER TELECOMMUTES.....		TOTAL(b).....	
	<i>Telecommutes</i>	<i>Does not Telecommute</i>	<i>Number</i>	<i>Proportion</i>
<i>Workplace location</i>	<i>'000</i>	<i>'000</i>	<i>'000</i>	<i>%</i>
Works at home(c)	19.7	54.2	75.7	7.5
Works away from home	35.9	786.3	823.3	81.4
No fixed work location	9.6	102.8	112.4	11.1
<b>Total</b>	<b>65.1</b>	<b>943.4</b>	<b>1 011.4</b>	<b>100.0</b>

(a) For definition of 'telecommuting' please see Glossary on page 15.

(b) Including 'Don't know' responses.

(c) Including persons who travel to work less than 1 day a week.

# 7

## PERSONS WHO TELECOMMUTE(a), Main Reason for Telecommuting by Age Group

	AGE GROUP .....			TOTAL.....	
	15 to 34 years	35 to 54 years	55 years and over	Number	Proportion
Main reason	'000	'000	'000	'000	%
To save travel costs/time	*3.7	8.3	**1.0	13.0	20.0
Not required to be at workplace	*1.7	8.2	*2.1	12.0	18.4
Job requires it/no choice	7.3	13.6	*2.2	23.1	35.5
Better work environment	*2.4	*3.3	*1.6	7.4	11.3
Other	4.4	5.0	**0.2	9.7	14.9
<b>Total</b>	<b>19.5</b>	<b>38.5</b>	<b>7.1</b>	<b>65.1</b>	<b>100.0</b>

(a) For definition of 'telecommuting' please see Glossary on page 15.

# 8

## DRIVERS TO MAIN JOB(a), Number of Passengers Taken

	FROM SAME HOUSEHOLD.....		FROM OTHER HOUSEHOLD.....		FROM ANY HOUSEHOLD.....	
	Number	Proportion	Number	Proportion	Number	Proportion
Household passengers taken	'000	%	'000	%	'000	%
One	62.7	8.8	27.7	3.9	80.3	11.2
Two	28.2	3.9	5.0	0.7	31.2	4.4
Three or more	8.9	1.2	**1.0	**0.1	13.7	1.9
<b>Total</b>	<b>99.8</b>	<b>14.0</b>	<b>33.8</b>	<b>4.7</b>	<b>125.2</b>	<b>17.5</b>
Nil passengers taken	613.7	85.9	679.0	95.0	586.3	82.0
<b>Total(b)</b>	<b>714.8</b>	<b>100.0</b>	<b>714.8</b>	<b>100.0</b>	<b>714.8</b>	<b>100.0</b>

(a) Persons who travel to work at least 1 day per week and the main mode of travel is 'car/van/truck as driver'.

(b) Including 'Don't know' responses.

# 9

## DRIVERS TO MAIN JOB(a), Reason for Taking Passengers from Same Household

	SEX.....		TOTAL.....	
	Males	Females	Number	Proportion
Main reason	'000	'000	'000	%
Take children to school/childcare, etc.	17.3	42.2	59.5	59.6
Works with or nearby passenger	21.8	4.5	26.4	26.4
Other(b)	9.7	4.3	14.0	14.0
<b>Total</b>	<b>48.8</b>	<b>51.0</b>	<b>99.8</b>	<b>100.0</b>

(a) Persons who travel to work at least 1 day per week and the main mode of travel is 'car/van/truck as driver'.

(b) Including 'Don't know' responses.

# 10

## DRIVERS TO MAIN JOB(a), Reason for Taking Passengers from Other Households

	SEX.....		TOTAL.....	
	Males	Females	Number	Proportion
Main reason	'000	'000	'000	%
Works with or nearby passenger	17.7	4.8	22.6	66.9
Other	5.3	5.9	11.2	33.1
<b>Total</b>	<b>23.1</b>	<b>10.7</b>	<b>33.8</b>	<b>100.0</b>

(a) Persons who travel to work at least 1 day per week and the main mode of travel is 'car/van/truck as driver'.

# 11

## ALL HOUSEHOLDS, Household Type by Number of Registered Motor Vehicles(a)

	REGISTERED MOTOR VEHICLES.....				TOTAL.....	
	One	Two	Three or more	None	Number	Proportion
Household Type	'000	'000	'000	'000	'000	%
Person living alone	98.4	9.1	*1.2	52.5	161.2	20.0
Married couple only	97.5	79.5	11.1	8.9	197.0	24.4
Married couple with unmarried children only	66.9	137.5	67.6	*2.2	274.1	34.0
Person living with unmarried children only	43.6	10.5	*1.4	13.1	68.5	8.5
All other households	31.6	45.9	19.6	8.4	105.5	13.1
<b>Total</b>	<b>337.9</b>	<b>282.5</b>	<b>100.8</b>	<b>85.1</b>	<b>806.3</b>	<b>100.0</b>

(a) Registered cars, vans or trucks used by members of household and usually garaged or parked at dwelling. Excluding motor cycles, scooters and tractors.

# EXPLANATORY NOTES

\*\*\*\*\*

## INTRODUCTION

**1** This publication summarises the results of a survey of Travel to and from Work and Place of Study. It was conducted throughout the Brisbane and Moreton Statistical Divisions during October 1997 as a supplement to the Australia-wide Monthly Population Survey (MPS) which is described in *Labour Force, Australia* (6203.0).

**2** Information was obtained about main modes of transport used to travel to and from work for main job and place of study; main modes of transport used to travel to work for other job; the origin and destination of journeys; method of access to public transport; frequency of travel; whether passengers were taken on journey to main job; frequency of taking passengers and main reason for taking passengers. Whether employed persons telecommute; main reason for telecommuting and number of registered motor vehicles parked at dwelling were also obtained.

**3** Information about the journey to and from work was obtained only for persons who had a job 'last week', usually travelled to work at least 1 day per week and had not been away from their job for 4 weeks or more. Information about the journey to and from place of study was collected for persons still attending school (excluding preschool/kindergarten) and post-school students who attended any course of study lasting 6 months or more.

## SURVEY METHODOLOGY

**4** The survey was conducted using a multi-stage area sample of approximately 2,980 private dwellings. It was conducted during the 2 weeks commencing 6 October 1997. The sample covers about 0.4% of dwellings in the BSD and the MSD.

## SCOPE

**5** The survey was conducted for persons aged 5 years and over who were usual residents of private dwellings except:

- members of permanent defence forces;
- certain diplomatic personnel of overseas governments, customarily excluded from censuses and surveys;
- overseas residents in Australia and
- members of non-Australian defence forces (and their dependents) stationed in Australia.

Residents of other non-private dwellings such as hospitals, motels and jails were excluded from this survey.

## COVERAGE

**6** For the survey, coverage rules were applied which aimed to ensure that each person was associated with only one dwelling, and hence had only one chance of selection in the survey. Travel to and from Work and Place of Study questionnaires were applied to all persons within the scope of the survey.

## DATA COLLECTION

**7** Information was obtained by interview of a responsible adult member of each selected household. Interviewers for the survey were obtained from a panel of trained interviewers who have extensive experience in conducting household surveys.

## EXPLANATORY NOTES *continued*

### ESTIMATION PROCEDURE

**8** Estimates obtained from the survey are derived using a complex ratio estimation procedure that ensures that the survey estimates conform to an independently estimated distribution of the total population by age, sex and area, rather than to the age-sex-area distribution within the sample itself. This procedure compensates for under-enumeration in the survey and leads to more reliable estimates.

### RELIABILITY OF THE ESTIMATES

**9** The estimates provided in this publication may be subject to two types of error.

#### Non-sampling Error

**10** Inaccuracies may occur because of imperfections in reporting by respondents, and errors made in the processing and coding of the data. These errors can occur whether the estimates are derived from a sample or a complete enumeration. Every effort is made to reduce non-sampling error to a minimum by careful design of questionnaires, intensive training and supervision of interviewers and effective operating procedures.

#### Sampling Error

**11** Since the estimates in this publication are based on information obtained from occupants of a sample of dwellings they are subject to sampling variability; that is, they may differ from the figures that would have been produced if all dwellings had been included in the survey. More information on this topic is given in the Technical Notes.

### RELATED PUBLICATIONS

**12** Other ABS publications which include information on travel to and from work and place of study include:

*Travel to Place of Work and Education, Adelaide Statistical Division, October 1997* (9201.4)

*Travel Patterns and Preferences, New South Wales, October 1996* (9201.1)

*Travel to Work and Educational Institutions, Australian Capital Territory, October 1995* (9201.8)

*Travel to Work, School and Shops, Victoria, October 1994* (9201.2)

*Travel to Work and School, Greater Perth Region, October 1994* (9201.5)

*Drivers and Passengers, Travel to Work, Adelaide Statistical Region, October 1993* (9203.4)

**13** The 1996 Census of Population and Housing collected details on method of travel to work and destination of the work trip. Care should be taken when comparing the results of this survey with Census results because of differing time periods, methodologies and definitions. For further information contact Information Services on Brisbane (07) 3222 6351.

## TECHNICAL NOTES

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### SAMPLING VARIABILITY

**1** The estimates in this publication are based on a sample survey of households throughout the BSD and the MSD and are subject to sampling variability, that is, the estimates may differ from those that would have been produced if all dwellings in the BSD and MSD had been included in the survey.

**2** One measure of the likely difference is given by the standard error (SE), which indicates the extent to which an estimate might have varied by chance because only a sample of dwellings had been included. There are about two chances in three that the sample estimate will differ by less than one SE from the figure that would have been obtained if all dwellings had been included and about 19 chances in 20 that the difference will be less than two SEs.

**3** A standard error expressed as a percentage of the estimate is known as the relative standard error (RSE). For example, if an estimate of 100,000 persons had a SE of 4,050, then the estimate has a RSE of  $4,050/100,000 \times 100 = 4.0\%$ .

**4** The following table gives SEs for general application to estimates of numbers of persons. These figures will not give a precise measure of the SE of a particular estimate, but they will provide an indication of its magnitude.

**5** The size of the SE increases with the level of the estimate, so that the larger the estimate the larger is the SE. However, it should be noted that the larger the sampling estimate, the smaller will be the SE in percentage terms. Thus, estimates derived from a larger sample will be relatively more reliable than estimates derived from a smaller sample.

**6** Estimates derived from very small sample sizes are subject to such high SEs (relative to the size of the estimate) as to detract seriously from their value for most reasonable uses. Only estimates with standard errors less than 25% are considered sufficiently reliable for most purposes. Estimates between 4,050 and 1,064 have a RSE between 25% and 50% and have been indicated with the symbol \*. Estimates with a RSE greater than 50% have been indicated with the symbol \*\*.

**7** An example of the calculation and use of standard errors is as follows:

From Table 1 (see page 4), an estimated 482,500 students travelled to school/place of study in October 1997. An estimate of 482,500 has a SE of between 6,150 and 7,450. Using interpolation it can be seen that the estimate has a SE of about 7,340.

There are about two chances in three (66.7%) that the number that would have been estimated if all dwellings had been included in the survey lies in the range 475,160 and 489,840. There are about 19 chances in 20 (95%) that the number lies between 467,820 and 497,180.

**8** Particular care should be taken when comparing figures. It is not correct to assume that an apparent difference between figures is actually significant. Such an estimate is subject to sampling error. An approximate SE of the difference between two estimates ( $x-y$ ) may be calculated by the following formula:

$$SE(x-y) = \sqrt{[SE(x)]^2 + [SE(y)]^2}$$

While this formula will only be exact for differences between separate and uncorrelated characteristics of sub-populations, it is expected to provide a good approximation for all differences likely to be of interest in this publication.

## TECHNICAL NOTES *continued*

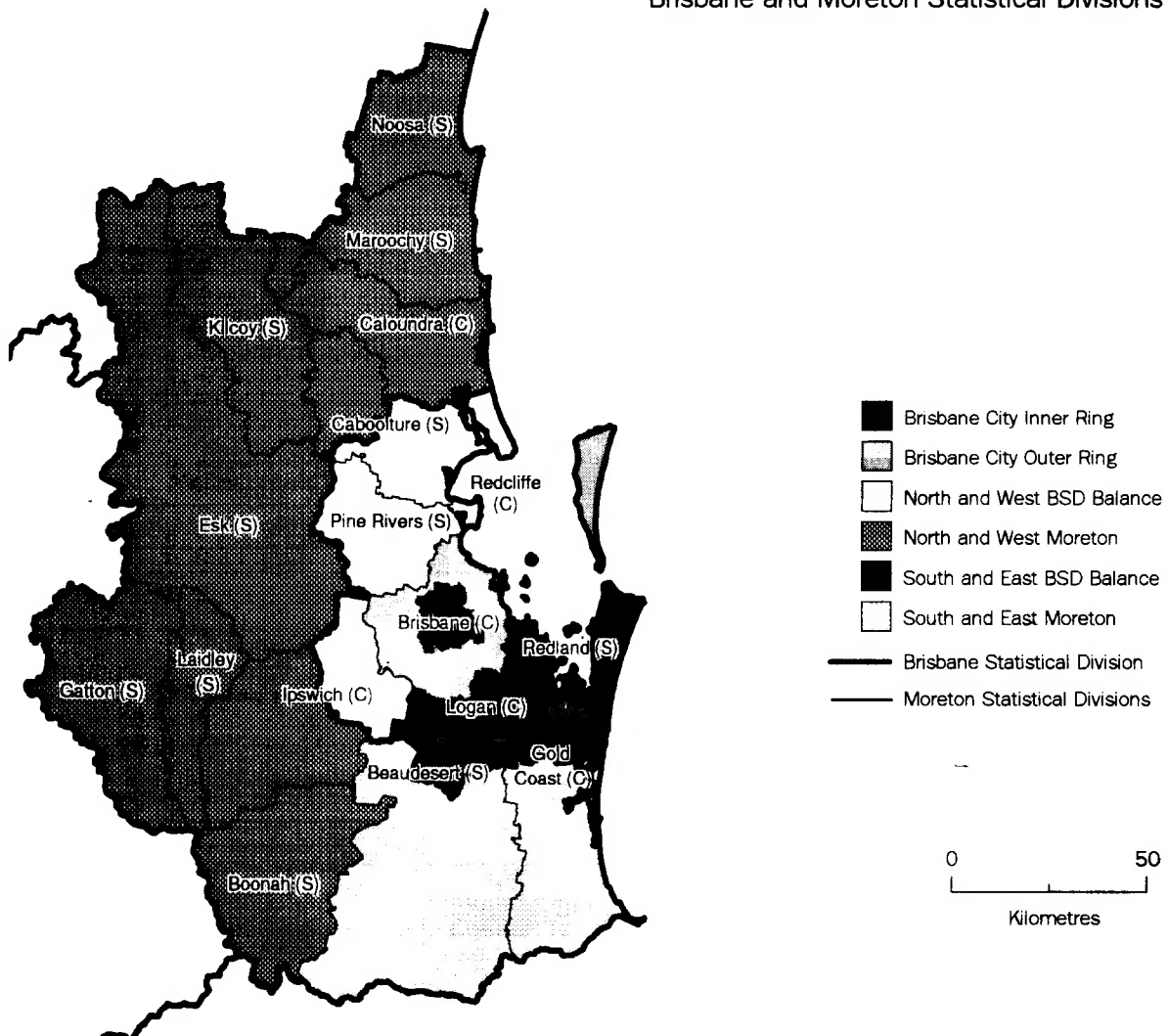
9 Percentages formed from the ratio of two estimates of the same type (such as proportions) are also subject to sampling error. The size of the error depends on the accuracy of both the numerator (x) and the denominator (y). The formula for the RSE of a percentage is given below.

$$RSE(\frac{x}{y}) = \sqrt{[RSE(x)]^2 + [RSE(y)]^2}$$

### STANDARD ERRORS OF ESTIMATES

Size of estimate (persons)	Standard error of the estimate	Relative standard error
Number	Number	%
1 000	520	51.6
2 000	720	36.1
3 000	900	29.2
4 000	1 000	25.1
5 000	1 100	22.2
7 000	1 300	18.5
10 000	1 500	15.2
20 000	2 050	10.3
30 000	2 450	8.2
40 000	2 750	6.9
50 000	3 050	6.1
100 000	4 050	4.0
200 000	5 300	2.6
300 000	6 150	2.1
500 000	7 450	1.5
1 000 000	9 550	1.0
2 000 000	12 150	0.6
5 000 000	16 400	0.3

STATISTICAL REGIONS, 1 July 1996  
Brisbane and Moreton Statistical Divisions



North and West BSD Balance

Caboolture Shire Part A

Pine Rivers Shire

Redcliffe City

Ipswich City (Part in BSD —  
Central, East and North)

North and West Moreton

Boonah Shire

Caboolture Shire Part B

Caloundra City

Esk Shire

Gatton Shire

Ipswich City — South-West  
and West

Kilcoy Shire

Laidley Shire

Maroochy Shire

Noosa Shire

South and East BSD Balance

Logan City

Gold Coast City Part A

Beaudesert Shire Part A

Redland Shire

South and East Moreton

Gold Coast City Part B

Beaudesert Shire Part B

## GLOSSARY

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<b>Brisbane Statistical Division</b>	The Brisbane Statistical Division (BSD) is made up of the local government areas of Brisbane, Redcliffe and Logan Cities, Redland and Pine Rivers Shires and parts of Gold Coast and Ipswich Cities and Beaudesert and Caboolture Shires.
<b>Moreton Statistical Division</b>	The Moreton Statistical Division (MSD) is made up of the local government areas of Caloundra City, Boonah, Esk, Gatton, Kilcoy, Laidley, Maroochy and Noosa Shires and parts of Ipswich and Gold Coast Cities and Beaudesert and Caboolture Shires.
<b>Bus</b>	Includes government, private, community, company and school buses.
<b>Drivers</b>	Persons who usually drive to work by car, van or truck from within the BSD or MSD.
<b>Don't know</b>	On occasions when the 'any responsible adult' is unable to provide an answer to a question on behalf of another resident in the household 'don't know' is recorded.
<b>Employed persons</b>	Persons aged 15 years or over who had a job last week and have not been away from their job for 4 weeks or more.
<b>Main mode of travel</b>	Information was collected on the main mode of travel usually used for the journeys made by respondents to and from main job and/or place of study and to other job. 'Usually' refers to the majority of trips made per week.
<b>Passengers taken</b>	These are persons who travel with the driver when the driver goes to work. These passengers need not be travelling to work.
<b>Place of study</b>	This includes primary and secondary schools, colleges and universities and other educational institutions. Preschools and kindergartens were excluded.
<b>Post-school students</b>	Students attending any course of study lasting 6 months or more at an educational institution other than primary or secondary school.
<b>Students</b>	Persons aged 5 years or more who identify themselves as currently attending school or undertaking any other course of study lasting 6 months or more.
<b>Telecommuting</b>	Is the use of computer, telephone or any other communications equipment in the regular performance of agreed work responsibilities at home or another location as an alternative for commuting to the customary workplace. Telecommuting can be residence based, based at a satellite work centre, on a mobile basis or a combination of these. It does not include persons who are 'on call' via an electronic pager or beeper to respond to emergencies.



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